गलत उनके नाम लिख दी जाती है, उसके होते हुए अगर यह प्वाइंट सेवन परसेंट बिजली की कमी की बात करते हैं तो इसके हिसाब से तो 24 घंटे में 15 मिनट का कट होना चाहिये केलकुलेशन के हिसाब से यह सिर्फ 15 मिनट का कट बनता है। किसी पर 18 घंटे कट है, किसी पर 12 घंटे कट है, खेती को 6 से 8 घंटे बिजली दी जा रही है, इतनी एप्लीकेशंस पेंडिनग पड़ी हुई हैं, मैं यह जानना चाहता हूं कि अगर प्वाइंट सेवन परसेंट वाली बात सही है तो क्या आप सिर्फ 15 मिनट के कट के लिए वचनबद्ध होंगे? मेरे सवाल का पार्ट (बी) यह है कि अगर यह ठीक नहीं है, बिजली वहां बहुत कम है तो क्या बिजली की सप्लाई के लिए एटोमिक पावर प्लांट, गैस बेस्ड पावर प्लांट पंजाब में लगाने के लिए क्या कोई प्रोपोज़ल है क्योंकि वहां तो पावर की भुखमरी पड़ी हुई है, इस फेमिन को दूर करने के लिए क्या आप ऐसे कदम उठाए जाएंगे?

DR. S. VENUGOPALACHARI: Mr. Chairman, Sir, these figures have been reported by the Punjab State Electricity Board. In Northern india we have Delhi– Haryana– Jammu and Kashmir, Punjab and Rajasthan. Of all these States, with the help of two thermal power stations located in Punjab, the shortage in Punjab has been brought down to a very low percentage. Because of an accident that took place in the month of July and because of short supply of coal, this shortage has occurred. The Minister of Power has taken decisions from time to time to supply coal to all these State adequately and to overcome the shortage of power.

As regards the feeders, I would like to inform the House that it is not possible to have a separate feeder for supply to agriculture. It is not technically possible to have separate lines for agriculture. As the hon. Members know, in Punjab the losses incurred in agriculture is the tune of over Rs.710 crores.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Employment Opportunities in the Border areas of Punjab

*305. SHRI IQBAL SINGH: Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state:

(a) what are the details of the steps taken by Government to create adequate employment opportunities in the border areas of Punjab during the last three years; and

(b) the number of youths provided with employment so far during this period?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI YOGINDER K. ALAGH): (a) and (b) The Government of India assists the State Governments in financing the schemes for the creation of employment in their respective States. The principal schemes under which the Government of India interacts directly are IRDP, JRY and BADP. In the JRY, the employment provided was 31.78 lakh mandays in 1992-93, 38.57 lakh mandays in 1993-94, 24.36 lakh mandays in 1994-95 and 6.44 lakh mandays in 1995-96 (upto October, 1995). In addition, the Government of Punjab has in their plan, some schemes such as the Centre for Training and Employment of Punjab Youth (C-PYTE) for employment and absorption in the Army and Para-military forces, construction of link roads in border areas, Self-Employment Scheme of Fisheries Department to provide employment opportunities in border areas.

Promotions of reserved categories in IOC, Faridabad

*306. SHRIMATI MALTI SHARMA: Will the PRIME MINISTER be pleased to state:

(a) whether Government's guidelines for promotion of officers of reserved categories vis-a-vis general category are

being strictly followed in the R&D Wing, IOC, Faridabad; and

(b) if the answer be in the negative what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATUREAL GAS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) Does not arise.

Seminar on Planning and Management of Bridges and Flyovers

*307. SHRI O.P. KOHLI: Will the PRIME MINISTER be pleased to state:

(a) whether a National seminar on planning and management of bridges and flyovers was held recently;

(b) if so, the details of points discussed therein and the decisions arrived at;

(c) what steps Government propose to take to bring transparency in the bidding and speedy clearance and construction of bridges and flyovers; and

(d) the number of bridges and flyovers pending clearance/execution in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (DR. U. VENKATESWARLU): (a) A National Seminar on Planning & Management of Bridges and Flyovers was organised by the Delhi State Centre of the Indian Institute of Bridge Engineers in association with the Central Public Works Department, Border Roads Organisation and the Indian Railways on 17.5.96 and 18.5.96.

(b) The recommendations of the Seminar are given in Statement (*see* below).

(c) The system of tendering and award of works being followed by the CPWD and the PWD of the National Capital Territory of Delhi is transparent and is according to the codal provisions and manuals. The works are awarded after detailed examination of justification of rates.

(d) The number of flyovers and bridges projects in Delhi pending clearance/execution/completion is given in Statement-II.

Statement-II

National Seminar on Planning & Management of Bridges and Flyovers held on 17th & 18th May, 1996 at New Delhi

Recommendations of the Seminar

The above Seminar after detailed deliberations brought forwarded the following points as the Recommendations of the Seminar for consideration by the concerned authorities.

I. ISSUES RELATED TO PLANNING AND PRETENDER STAGE FOR BRIDGES AND FLYOVERS.

(a) The owner should invest more time and money in getting all the investigations e.g. traffic studies, geotechnical investigation and hydraulic studies done in detail so that uncertainties during construction are reduced.

(b) Assistance of reputed consultants and specialised agencies, should be taken for detailed investigation and detailed engineering in case the onwer does not have adequate infrastructure. The Consultant should adopt the latest and modern technology.

(c) The need for looking at the life cycle cost of a project in place of estimated cost of the project while assessing the financial or economic viability was emphasised upon. For projects through alternative financing e.g. BOT, BOLT this is more relevant.

(d) The State should take initiative in making available land well in advance, before the start of the project, so that the same can progress uninterruptedly. The land required for future development of widening of a road corridor should be clearly identified in the master plan and the area reserved for the same.